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Highway transport is still far behind rail transport. Big transport trucks with trailers are still practically unknown, but the proportion of transport moving by highways has increased compared with prewar traffic. All highway freight transport is controlled by a state monopoly called Ceskoslovenska Automobilova Doprava (CSAD), which absorbed all the private carriers and all highway transport formerly controlled by the state railways. The general management is in Prague, and there are several regional managements. CSAD also controls interurban passenger bus transport. Local urban transport is provided by city transportation corporations. There is a general move to restrict transport by industry-owned facilities and concentrate all transport in CSAD. There is still a directive to industry to use rail transport first, and only when that is not possible to use highway transport. Roads are in relatively good condition. Many improvements are under way, but don't think any new highways are under construction except short links to new plants.

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Inland water transport has practically no importance internally. There is international inland shipping on the Danube to the Black Sea, on the Elbe to Hamburg (which may be significant in illegal Czech trade with the West), and a limited amount on the Oder to Szczecin. There are a few new motor boats which have been built. Shipyards are being built at Komarno, Slovakia, under the Five Year Plan. Komarno, which was previously owned by Skoda, has large orders from the USSR. This seems to be confirmed by an article in Ceskoslovensky Svet, No. 42, of October 26, 1951 reporting the "enthusiasm" of workers building two inland water tankers for the Volga-Don canal system.

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Air transport is insignificant as a freight carrier in Czechoslovakia.

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